

# U-BOAT TURBINES SPIN; OFF TO-DAY IS THE REPORT

Barricade Removed and  
Everything Ready for  
Departure.

## EXPECT BREMEN AS SISTER BOAT SAILS

Man Who Sunk Lusitania Said  
To Be in the Crew of the  
Deutschland.

(By Telegraph to The Tribune.)  
Baltimore, July 31.—It is more definitely stated than heretofore that the Deutschland has had her last breathless sail in this port and that, if no serious mishap is experienced, she will be gone before Wednesday morning.  
To-morrow is the date set for sailing. This information came from a member of the Deutschland crew who had a friend goodby this afternoon. "Well, you won't see the policemen eating around the pier any more after to-morrow," he told his friend.  
Activities at the pier of the submarine seem to bear him out. The barricade is no more. The most formidable of the lighters which surrounded her was removed to-day, and all the afternoon the Deutschland's diesel turbines were spinning. All men went aboard at sunset.

Say Bremen Is Day Overdue.  
Simultaneously with this information there came a report, indirectly from the Eastern Forwarding Company's office that the Bremen would arrive at practically the same time the Deutschland made ready to depart. It is positively known that the Bremen left Germany seventeen days ago. She is expected to arrive here to-day.

"She will not come in the Chesapeake," an official at the pier volunteered.  
"Why?" he was asked, "because it is a trap instead of a strategic advantage?"  
"Possibly," he replied.  
"How about Boston, then; will she go there?"  
"Possibly."

One of the Allied cruisers guarding the Cape peeped in from the very edge of the three-mile limit this morning, but hastily withdrew. The United States destroyers were immediately on her trail.

"No Protection Asked."  
Paul G. L. Hilken, president of the forwarding company, to-day denied that he or his company had asked protection for the U-boat.

"Ridiculous," he said. "We need no protection. The report is absurd and there was no basis for it."

On the contrary, the State Department affirms, according to reports received here, that Captain Koenig requested protection from the revenue cutter Apache. The Apache will accompany the Deutschland part of the way to keep back the parade of pleasure craft and other boats which might seriously handicap the trip. The government will be within its rights in so doing, it is said, in the same way as it exercises itself in clearing congested courses during yacht races.

There was a report current to-night that a member of the submarine's crew, who wears an iron cross, was the man who fired the torpedo which sank the Lusitania. When an effort

# Hear British Aeroplanes Will Attack Deutschland

Ten Airmen, with Specially Devised Bombs, Ready to Rise  
from Warship Decks the Moment U-Boat Sails,  
Brooklyn Navy Officers Say.

Ten great aeroplanes, munitioned with bombs devised especially for attacking submarines, will aid the British cruisers in their efforts to destroy the German U-boat Deutschland after she leaves the Virginia Capes, officers at the Brooklyn Navy Yard asserted last night.

So far have the plans of the British government progressed, it is declared, that the air craft are this morning poised for flight on the decks of the vessels that are constantly waiting outside the Capes. They were constructed in Canada, and flew to join their monitors late last week.

The British plan of vigilance, American officers say, calls for a fan-shaped formation of cruisers, with its point resting on the line that marks the three-mile safety zone off the coast of the United States. The instant the wireless message is flashed out to sea by British agents that the Deutschland has departed, the aeroplanes will soar into the air above their mother-ships, commencing their search for the under-sea merchantman.

Officers at the navy yard believe the cooperation of the ten aircraft can only mark the Deutschland for certain destruction. One American officer who himself circled over the Virginia Capes a few weeks ago, asserted last night that the waters of the bay are as clear as crystal, that objects—especially those of any size—were visible to a great depth, and that with binoculars to aid them, the British airmen would experience no difficulty in locating the Deutschland, no matter how deep beneath the surface of the sea she might descend.

Each aeroplane, it is understood at the navy yard, has been equipped with a magazine of newly devised bombs, capable of exploding against a moving object located beneath the surface of the sea. As soon as the Deutschland is sighted, she will be bombarded with these newly invented weapons.

The usual type of bomb used in aeroplane attacks, officers believe, would be altogether useless if hurled against the Deutschland.

The presence of the aircraft on the decks of the British greyhounds, and the determination of their pilots to cooperate with the cruisers in their purpose of intercepting the Deutschland's voyage, brings up a question of international law which has never before been debated, officers say. It is this:

Is the three-mile limit which America draws about her shores as a safety zone for the protection of one belligerent nation's ships against those of another likewise a protection against aircraft encroachment? In other words, must the aircraft observe the three-mile rule, which so far has applied only to ships that sail the sea, or can they fly more closely in for observation?

Authorities at the navy yard last night would not hazard an answer to the question.

American officers believe that, granting the Deutschland sails at night, the aircraft can pursue her out to sea and locate her the day following. The British government, it is known, has striven to maintain the closest secrecy regarding the presence of the aeroplanes on the cruisers.

was made to identify this man, the Eastern Forwarding Company officials took steps to close every possible source of information. It is said this man was personally decorated by Kaiser Wilhelm. There was no confirmation of this.

## Convoy Along Coast Requested for U-Liner

(From The Tribune Bureau.)  
Washington, July 31.—Treasury officials have been asked by the owners of the German merchant submarine Deutschland to have the Navy Department provide a convoy for the submarine, so long as it is within the three-mile limit along the Atlantic Coast. Although the request has not been brought officially to the attention of the Navy Department, it was indicated there this afternoon that it would be refused.

The impression prevails in official circles that the purpose of the request is to enable the submarine to cruise within the three-mile limit without fear of attack by British patrol boats until the Deutschland's commander may think it safe to submerge and start for the open sea.

Officials of the State Department this afternoon expressed themselves as frankly puzzled by the renewed request for a convoy down the bay, which request has already been refused.

## CANADA LENDS U. S. A NICE COOL WAVE

But Weather Man Says We've  
Had No Summer Yet.

Washington, July 31.—A Canadian high area pressure, bringing down cool, dry air from the Canadian Northwest, swept along the whole northern United States to-day and afforded some relief from the heat wave, which has been the worst in fifteen years. Roughly, the new high pressure area brought a drop in temperature everywhere

of about five degrees.

Weather Bureau officials said to-day that while the great central sections of the country had the hottest period since 1901, the Atlantic seaboard hardly had been touched by real summer.

Below this line its effects were felt in some districts with a change of a few degrees.

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# 3 DIE IN HOTTEST DAY OF SEASON

Warmest July 31 on Record—  
Prostrates 301—Mercury  
Reaches 93.

## TO-DAY WILL BE FAIR AND COOLER

Price of Ice To Be Increased,  
Dealers Tell Hotels and  
Restaurants.

Three deaths and more than thirty prostrations were caused in New York by the heat yesterday. The official records of the Weather Bureau showed a maximum of 93 degrees. That was at 3 o'clock. It was the hottest day of the season and the hottest July 31 on record.

From 2 o'clock in the afternoon until nearly 7 o'clock in the evening the mercury varied little more than a degree from the mark it had set. With darkness and a hint of showers in the breeze that freshened out of the southwest it dropped to 85 degrees at 8 o'clock. Fair and cooler is the forecast for to-day. It was 88 at 1 o'clock, 92 at 2, 91 at 4, 92 at 5, 90 at 7 and 88 at 8.

The humidity got down to 59 at 1 o'clock after starting at 84 five hours earlier, but all day the sun shone dimly through the steaming atmosphere on the pavements. The misty glare seemed to permeate and drench with the very shadows. It was a wilted, dejected throng that poured into the funnels of the elevated and subways at the end of the day.

It was not the heat wave that has been devastating the Middle West that hit New York, the weather man said. This one New York had all to itself, though its sphere of influence extended far upstate to Syracuse, which started the day at 8 o'clock with a temperature of 84, and far into New Jersey.

Scram making their rounds of the restaurants, hotels and other large consumers while the mercury was soaring, cheerfully announced that ice had gone up. To such customers the rate jumped from seventeen to twenty cents a hundred. There was the added warning that unless a contract was signed it might be even higher before the end of the season. The temperature added power to these arguments, and it is said many contracts were signed at a new rate.

A report that a corresponding increase might be made to householders was not verified.

Two died in Brooklyn from the heat. The woman was Katherine, of 59 West 11th Street, Brooklyn, of 201 Spring Street, Brooklyn had nine prostrations. In Long Island City George J. Johnson, of 30 South Avenue, Corona, was blinded by the heat and fell beneath a train. He was killed.

Two cases of heat prostration were reported from Queens.

The suicide of Mrs. Annie Gross, of 244 Hamilton Street, New Brunswick, is believed to have been caused by the heat. She was seventy-two years old. Her body was found hanging from a rafter in the garret of her home.

Robert Hayes, of 109 Tenth Street, Newark, was overcome by the heat while working in a carriage factory in Newark and died. Two were taken to hospitals in Newark.

## SAYS PLOT CAUSED JERSEY EXPLOSION

Continued from page 1

gation had convinced him that the fire started on two boxes and that the blaze continued some time before the barge took fire.

"We have made our investigation. We are sure of our ground. We have violated no rule of the Interstate Commerce Commission, no law of New Jersey, Jersey City and no law of New Jersey."

"I am not guilty of any sins of commission or omission. It is a wrong and an outrage to make me spend my money to defend myself against this ridiculous charge. Why don't they go out and arrest St. Bartholomew?"

"I will not even say Barge 24 was moored at the north pier in the Lehigh Valley yards when the fire began."

The prosecutor's office heard yesterday an entirely new story of the first explosion. It had been accepted as certain that regardless of whether the fire originated on Barge 24, it was the explosion of the large quantity of ammunition on board a barge, which spread destruction and shook the earth for miles around.

This is not true, according to the informant of Prosecutor Hudspeth, who declared that it was another large quantity of ammunition that was the cause of the disaster, that blew up.

"My office has been informed," said Mr. Hudspeth, "that after the fire started on the pier the Lehigh Valley tug got Barge 24 away from its perilous berth. On the way down it picked up at the Jersey Central dock a barge without flags, to indicate it carried high explosives. Later developments showed its cargo was of this nature."

Middle Barge Blew Up.  
"Arriving at the north pier of the Lehigh yards on Black Tom, the tug took Barge 24 in tow, with the other barge between the tug and the middle barge blew up and sank. This was the explosion at 2:08. The shells and shrapnel on Barge 24 exploded intermittently while the barge drifted slowly toward the Jersey Central pier and there stranded."

In what confusion this information leaves the investigation is shown by the statement from Lehigh Valley officials that Barge 24 is not stranded at the Jersey Central pier, but that its wreckage is lying at the north pier in the Lehigh Valley yards, where it was moored all throughout the conflagration. The Lehigh Valley version makes no mention of a mysterious second barge. The Bureau of Explosives, 75 Church Street, investigating in behalf of the Interstate Commerce Commission, placed the blame for the explosion on Johnson, owner of Barge 24.

At the conference yesterday in Prosecutor Hudspeth's office were Mayor Mark M. Fagan of Jersey City, Corpora-

tion Counsel John Milton, Commissioner Frank Hague, George F. Brensinger, A. Harry Moore and Henry Byrne, Assistant County Prosecutor James W. McCarthy, and three New Jersey Representatives, James A. Hamill, Edward W. Gray and John J. Egan.

—May Lose Jurisdiction.  
Hamill favored putting a stop to the segregation of large quantities of high explosives in dangerous proximity to residential and business districts by dealing with the practice as a public nuisance.

Hudspeth was of much the same opinion. The local authorities appreciate that jurisdiction may be taken out of their hands by the Interstate Commerce Commission, but they propose to make a fight on the ground that no rule of the Commission contemplates the shipment and storage of explosives in such quantities and of such nature as have taken place because of the war.

The rules of the commission, they say, were designed to cover munition shipments in the ordinary course of commerce. They will ask permission, therefore, to deal with the shippers under the old common law which allows the authorities to "abate a nuisance."

# \$700,000 TINKLE OF GLASS IN BLAST

Insurance Men to Waive  
Technicalities and Pay  
Their \$300,000 Loss.

## LOWER MANHATTAN SUFFERED MOST

Shortage of Window Plates Will  
Delay Replacing of All Panes  
for Several Days.

While attempts to estimate the damage in plate glass in Greater New York as a result of the Black Tom explosion cannot be considered more than guesswork, officials of various insurance companies place their maximum loss at \$300,000. This sum takes no account of uninsured glass, the value of which is even more conjectural.

All breakages, insured and uninsured, of plain glass and plate glass, in New York and in New Jersey might total about \$700,000, said insurance officials.

Five of the largest plate glass insurance companies handling the bulk of the risks in the damaged areas, reported in the neighborhood of five hundred claims apiece late yesterday afternoon, with additional claims constantly being received over telephones. Fifteen other concerns who write glass insurance averaged about one hundred claims apiece. This totals 4,000 claims in all, and it was agreed that \$50 was a fair settlement a claim. The loss to date, then, on the basis of this reckoning would be \$200,000. By the end of the week, when all claims are in, the companies figure they will be out of pocket to the extent of more than a quarter of a million dollars.

Disaster Makes Record.  
At a meeting of the Plate Glass Insurance Exchange of New York, held at 1 Liberty Street yesterday afternoon, members of the various companies discussed the disaster, which they characterized as unparalleled in the annals of their business.

E. M. Gridley, secretary of the exchange, is a central organization supported by all the insurance companies, said after the meeting: "We have received only a portion of our claims, and of those received only a portion have been investigated. We must understand that there are a limited number of inspectors employed by the companies sufficient to take care of the ordinary quota of claims. With a situation like the present, however, they are quite incapable of coping. The number of inspectors now employed could hardly handle all the claims received in a week, working overtime. So it will be at least that long before matters are sufficiently adjusted to give us an accurate idea of the true extent of the damage."

There is a clause in the standard plate glass policy to the effect that the company is not liable for "any loss or damage resulting directly or indirectly from fire, whether on the premises insured or elsewhere. Under this clause officials expressed some

doubts as to their liability in the present instance. At the meeting held yesterday afternoon, however, it was unanimously decided to waive the technicality and make good all losses without dispute.

Plate window glass is quoted at wholesale about 50 cents a square foot. It will cost insurance companies nearly 60 cents a foot to replace breakages, including labor. This price is about 30 per cent more than it would have been a month ago, as the cost of plate glass increased greatly at that time because of foreign exportation.

Firms Who Stand Lost.  
The losses who must stand the bulk of the losses are the New York Plate Glass Insurance Company, Lloyd's Fidelity and Casualty Company, the Metropolitan Casualty Insurance Company and the New Jersey Fidelity & Plate Glass Insurance Co.

Major A. White, president of the New York Plate Glass Insurance Company, according to members of the Plate Glass Exchange, Mr. White denied this. He refused to see any reporters yesterday, claiming that he had been misquoted the day before.

Dealers in plate glass reported a supply on hand in the city, but not enough to meet the present state of affairs. It would be two weeks before all windows could be replaced. The area most severely racked was south of Broadway south of Fulton Street. In this territory there was not one building which did not have at least some breakage, with as many as 100 windows broken in skyscraper office buildings.

Inspectors noted that most of the breakages occurred in store-fronts, which, being set in the old wood frame building setting. The newer clamp setting seemed to have fared better.

The system of electric burglar protection, which relies to a great extent on window-frontage, was completely demoralized yesterday. The Holmes Electric Protective Company reported 300 cases of burglar alarm or falling of commission by concussion or falling of glass, and the Metropolitan Electric Protective Company added another 400 cases to this quota.

As far as could be learned, the companies of the great safe and vault companies on the lower island were unharmed by the jolt.

## Bureau of Explosives Blames Barge Owners

An all day investigation yesterday into the causes of the Black Tom explosion conducted by the Bureau of Explosives, 75 Church Street, under the auspices of the Interstate Commerce Commission, found no blame to be placed on other than the owner of the barge which stood by the pier during the night. So far as the first day's inquiry determined, Theodore B. Johnson, president of the Johnson Lighterage and Towing Company, 17 Battery Place, is guilty of allowing the barge to stand where it should not have been under the regulations.

W. S. Topping, assistant chief inspector of the Bureau of Explosives, said last night that apparently a fire which began upon the barge was responsible for the outbreak. Yesterday's work of the bureau found no intimation of incendiary origin. Mr. Topping said, however, that there might be some responsibility placed upon the Lehigh Valley Company later if further investigation showed that it was unlawfully keeping too many cases of explosives on its tracks on the mainland. The National Storage Company, whose plant was entirely destroyed by the explosions, was exonerated.

In the Bureau of Explosives there will be a report this morning, and further queries made as to the cause. According to plans now on foot it will take two or three days to complete the work, after which a complete report will be made public.

At Black Tom at 10 o'clock Saturday night instead of being taken into the harbor, State and Federal laws say that an ammunition barge or boat may not be loaded at night. If the barge was not completed at dusk the barge must be taken out into the open water and the loading resumed in daylight.

Barge 24 had 3,125 boxes of ammunition and cannon and explosive projectiles said to have been taken from eleven cars at the Jersey Central pier. Loading was finished at 2:30 Saturday afternoon and the barge then was towed to the Lehigh Valley yards on Black Tom, it is charged.

Fire continued to smolder all day yesterday in buildings, freight cars and barges on Black Tom. It was said that it would be days before an accurate estimate of the dead and of the financial loss could be made.

Woman's Head Discovered.  
A woman's head, with the flesh almost entirely torn away from the bones, was discovered yesterday by children playing a mile from the scene of the explosion. The body was not to be seen. For a mile on each side of the peninsula searchers crept and dug for fragments of clothing. Evidence pointed to a much larger death list than the number of known missing would indicate.

There was no means of identifying the head, but the police think it may have been that of Mrs. Freda Wilson, wife of Captain Wilson, of Barge No. 2, owned by the Lorraine Transportation Company, which sunk near Ellis Island.

A blue serge coat was also found, bearing the label of the Bell Shop, 224 to 230 Canal Street, Manhattan, and the name of J. E. Ryan.

The authorities were surprised yesterday that the destruction and loss of life were not many times as great when they heard that nearly 1,000 cars loaded with ammunition were about 1,400 feet away from Black Tom. F. S. Howell, engineer in charge of consignment at Ellis Island, said he had seen the cars in the Jersey Central yards.

# ACTRESS DIES IN AUTO COLLISION

Peggy Harcourt and Her  
Chauffeur Succumb After  
Long Island Crash.

Mrs. Peggy Harcourt, a motion picture actress, and Morris Ziris, a chauffeur, were both killed last night when the automobiles they were driving crashed together in Hewlett, Queens County. George Harcourt, husband of the dead woman and also a motion picture performer, was in the racing car being driven by his wife and was seriously injured.

A third motorist, who occasioned the collision by cutting quickly in front of Mrs. Harcourt's car, escaped.

Mrs. Harcourt, the police say, was driving her racing car at a leisurely rate when the unidentified motorist suddenly approached from behind, crowded her to one side of the road in his effort to pass and then dashed in front of her. She lost control of her steering gear and before she could recover it Ziris's car, coming from the opposite direction, plunged into hers.

Cars Toppled Over.  
Both cars toppled over and the occupants were crushed beneath. A passing motorist lifted the three unconscious forms into his car and rushed them to St. Joseph's Hospital, Far Rockaway. Just as physicians were lifting Mrs. Harcourt on to the operating table she died. The surgeons then turned their attention to Ziris, when it was discovered that he, too, had expired.

Mr. and Mrs. Harcourt lived at Cedar Manor, Long Island, and are said to have played for the Reel Film Company. Ziris, the chauffeur for E. H. M. Bishop, of Brooklyn, lived at 112 West 117th Street, Manhattan.

Louis Hueschner, four, of 22 Siegel Street, Hueschner, was run over and instantly killed while playing in the street in front of his home. The car, owned and driven by Joseph Rassa, of 1737 St. Mark's Place, passed over his body while his mother was watching him run in the street.

Patrolman Glynn saved Rassa from angry neighbors, while the boy was taken to St. Catherine's Hospital. Rassa contends that his brakes did not work, and the police will try the car to-day to see whether there is anything the matter with them.

Policeman in Collision.  
At West Brighton, Staten Island, Alexander Suit, a motor cycle policeman attached to the West Brighton station, drove his machine into an automobile operated by Charles Spalding, twenty-five, of 415 Bennett Street, West Brighton. Both Suit and Spalding were hurled to the ground and were rushed to St. Vincent's Hospital in a dying condition.

## ATTORNEYS SEEK NEW TRIAL FOR STIELOW

Discuss Case of Man Justice  
Saved from Chair.

Attorneys interested in obtaining a new trial for Charles Stielow, whose execution at Sing Sing was stayed for the fifth time Saturday by Justice Guy, held a conference yesterday in the office of James W. Osborne, to discuss plans for perfecting their application for a new trial.

Those present besides Mr. Osborne, were Inez Milholland Boissevain and Stuart M. Kohn, counsel for the outside branch of the Mutual Welfare League of Sing Sing.

The motion for a new trial on the ground that new evidence had been discovered, was the only move left after Governor Whitman had refused to intervene. This new evidence, the lawyers said, will prove that Stielow is innocent and will also reveal the real murderer. The application in the Stielow case is returnable on August 23, before a full bench of the Supreme Court in Rochester.

## SAYS OLD FRIEND STOLE HIS WIFE

Seattle Husband Sues a New  
York Buyer.

After a chase of a year and a half, which began in Seattle, Karl S. Lapp, of that city, is suing John C. Pinkerton, buyer for a department store in New York, his former close friend and fellow lodge member, for \$25,000 for the alienation of the affections of Mrs. Madlyn Lapp. In his action filed in the Supreme Court here, Lapp alleges that Pinkerton enticed his wife from him with costly gifts.

The Lapps were married in Seattle in 1913. They have a daughter, born in 1914. For two years Lapp and Pinkerton had been friends. There came a change soon after the plaintiff was

only the price of cream, and the Mutual-McLure Company has confined its advance to bottled pints. The Locus Farms Company has taken no action yet, although a rise in prices is being considered seriously.

"Every supply of cream in our business," said Mr. Halsey in explaining the general upward trend, "has gone up. Bottles have increased from 60 to 70 cents a gross, and that alone would have amounted to another \$50,000 in a year. Wrapping paper has gone up from 3-1/2 cents to 5 cents, while bags, paper stoppers and other items have gone up from 20 to 40 per cent."

Mr. Halsey explained that part of this is due to the war, while part is due to the general increase in prices in almost every commodity. Farmers must be paid more than a year ago, for with butter and cheese high, they will sell to the creameries, where there is not the demand for such careful handling of milk, unless they get more money from the companies that handle milk.

P. J. Smith, secretary of the Clover Farms, Inc., told of the increased price of bottles since the German supply of glass has been cut off, and added that employees were now paid more, due to the formation of a union and the adoption of union scale wages.

"Prices have gone up so much," he said, "that it seems it would be only a matter of time till quarrels must be raised, too, to the creameries, where there is not the demand for such careful handling of milk, unless they get more money from the companies that handle milk."

Clover Farms has also felt the larger prices demanded by the farmers, and the effect of the war in various departments.

Firms that have not yet advanced their prices may be forced to do so by the recent increase in the cost of ice, one of the absolute necessities in handling milk.

## Cross Summer Gloves

For Women  
White and black silk gloves, two-clasp.....50c, 75c, \$1.00  
White, black, sand, gray or navy silk, two-clasp.....\$1.00  
Silk gloves, 16-button length, double finger tips.....\$1.25, \$1.50  
Silk gloves with tucked wrist; two combinations; white stitched with black, and black stitched with white.....\$1.25  
Silk gloves with fancy gauntlet and strap at wrist, two combinations; white with black stitching, and cuff faced with black; black with white stitching, and cuff faced with white.....\$1.50


For Men  
Gray silk, with double finger tips.....\$1.00, \$1.25, \$1.50  
Washable chamois, natural color.....\$1.50, \$2.00  
Summer motoring gloves, tan capeskin palm, silk back, two shades, one clasp.....\$1.75

For Children  
Gray washable fabric gloves, one-clasp.....50c, 75c  
White or gray silk gloves, two-clasp.....\$1.00

New York  
404 Fifth Ave.  
(at 37th Street)  
253 Broadway  
The World's Greatest Leather Stores  
(Special Mail Order Service)

Boston  
145 Tremont St.  
London  
89 Regent St.

Mark Cross  
The World's Greatest Leather Stores  
(Special Mail Order Service)



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**NATURAL**

**The Original Egyptian Cigarettes**

To smoke is natural with most of us; to really enjoy it is exceptional.

But Schinasi Brothers have made the exception natural.

When they introduced good Turkish tobacco to America a quarter-century back, they created the cigarette—Naturals—that has made the smoking of Turkish-tobacco cigarettes the natural thing to do.

Naturals were made good—and made good.

They still have all that fine flavor which won a royal welcome from the American smoker.

**For a Quarter of a Century,  
Made in the Schinasi Way—  
the Quality Way.**

*Schinasi Bros.*

Continued from page 1

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